

**CHAPTER 7****TRANSPORTATION****A. GENERAL**

This Chapter prescribes transportation security standards and policy, and delineates procedures to be used in safeguarding categorized AA&E as described in Appendix A.

1. AA&E that are classified shall be stored and transported in accordance with this Manual.

2. The DoD Components shall establish security criteria for the intra-installation and unit movement of AA&E consistent with the philosophy in this chapter.

3. Explosive ordnance disposal teams responding to off-station accidents or incidents shall transport necessary explosive ingredients in accordance with requirements established by the DoD Component concerned, based on the philosophy contained herein.

4. The DoD Components shall ensure that AA&E items transported from contractor facilities to DoD facilities are shipped in accordance with this Chapter.

**B. RESPONSIBILITIES**

1. Within their respective areas of responsibilities, combatant commanders; Commander, U.S. Transportation Command; and the Commander, Military Traffic Management Command (MTMC), are responsible for:

a. Ensuring that the transportation protective measures used for AA&E items are established

in applicable tariffs, government tenders, agreements or contracts.

b. Negotiating with commercial carriers for establishment of transportation protective measures to meet shipper requirements.

c. Determining the adequacy of the services provided by commercial carriers for movement of AA&E items.

d. Routing when requested by shipper.

2. In addition, the Commander, MTMC, shall:

a. Develop, administer, and maintain joint transportation security procedures for the commercial movement of AA&E.

b. Serve as the DoD focal point for security and performance monitoring and oversight relative to the security of AA&E in transit in the custody of commercial carriers.

3\* The Air Mobility Command (AMC) is responsible for ensuring the adequacy of the services provided for the movement of AA&E items by military airlift, worldwide, and by commercial airlift procured by MAC.

4. The Military Sealift Command (MSC) is responsible for ensuring the adequacy of the services provided by military and commercial ocean carriage for the movement of AA&E.

5. This Chapter does not relieve accountable officers of their responsibility to safeguard and account for property.

**C. STANDARDS**

Transportation security policy and standards for AA&E by category? as described in Appendix A, are required to adequately protect such

items during shipment. On the basis of threat determination and evaluation of the movement itself, AA&E may be given additional protection, but not less than that required by the category assigned to the item. Users of commercial transportation services outside of the CONUS shall adhere as closely as practicable to requirements contained in sections D. through M of this Chapter, below. When such services cannot be obtained, compensatory measures shall be taken to achieve equivalent security standards.

1. Every effort should be made to consolidate shipments into truckload (TL) or carload (CL) quantities. Less than truckload (LTL) shipments are considered more vulnerable to theft.

2. Small arms repair technicians should travel to support facilities and effect on-site repairs instead of shipping small arms for repair whenever feasible.

3. When practical, arms and ammunition of the same caliber shall not be shipped in the same container or conveyance.

4. Where available, export and import shipments shall be processed through military-managed and operated air and ocean terminals or through DoD-approved commercial air and ocean terminals. The approved list of commercial air and ocean terminals is maintained by MTMC.

5. Shipments of arms and ammunition scheduled for demilitarization and retrograde shipments shall receive the same protection as other shipments of AA&E.

6. Missile rounds shall be packaged separately from launch and control equipment. Missiles may not be shipped in the same conveyance

with launch and control equipment when shipment is by commercial motor carrier. Missiles and launch and control equipment may not be loaded into the same freight container (e.g., MILVAN). Separately packaged launch and control equipment may be transported in the same aircraft or on the same ocean vessel. Missile and launch and control equipment in the possession of military units may be transported together at the discretion of the Component commander.

7. Security provided for AA&E at military and commercial terminals shall conform to the standards set forth in Appendices B and C. The standards will be provided to the commercial carrier by the Commander, MTMC.

8. Shipments must be checked immediately upon receipt to ensure that the seals are intact and for any signs of damage or tampering. If there are any such signs, there must be an **immediate** inventory to verify quantities received and to determine the extent of any damage or tampering on all Category I and II AA&E, and classified AA&E shipments. If the seals are intact, quantity verification must take place on the next working day. The requirement to check seals and verify quantities received includes shipments of all **categories** of sensitive or classified AA&E.

9. For rail shipments of Category I and II items, the carrier must advise the consignee immediately upon arrival of the shipment at the yard serving the consignee and/or immediately upon arrival at the consignee's activity.

10. Uncategorized Class 1 Divisions 1 through 3 ammunition and explosives will be transported in accordance with the Defense

Transportation Management Regulation (DTMR) (reference (d)).

11. Enhanced regional transportation security measures for use during terrorist threat conditions shall be addressed in detail in Component implementing instructions and contingency plans.

12. Shipments in CONUS of .30-06 and .30 caliber ammunition up to 12,000 rounds for Director of Civilian Marksmanship affiliated clubs are exempt from the DDPS requirement.

**D. SPECIAL CONSIDERATIONS FOR CATEGORY I ITEMS**

1. Shipments of Category I material by all modes shall provide a continuous audit trail from shipper to consignee with advance certification of serial numbers of individual items or certified items. Two man certification is required; that is, each container must be checked by two responsible agents of the shipper, and sealed and locked in their presence before delivery to the carrier. This rule applies at transshipment points and terminals whenever the shipment loses its original identity; for example, when two or more shipments are consolidated into another container for further movement or if repacking is required.

2. When moved by unit or organization transportation, Category I material shall be placed in the custody of a commissioned officer, warrant officer, senior noncommissioned officer, or DoD civilian of equivalent grade.

3. Overseas commands may use local national personnel for security surveillance to accompany U.S. personnel with AA&E when status of forces agreements prohibit arming of U.S. personnel.

**E. SECURITY STANDARDS FOR SENSITIVE AA&E SHIPMENTS**

Similar tables for transportation security procedures in the Defense Traffic Management Regulations (DTMR) and DoD Components physical security instructions should conform to Table 7-1 of this Manual.

**F. SPECIAL CONSIDERATIONS FOR WATER SHIPMENTS**

1. Security of shipments must be an integral part of prestowage planning. Considerations are:

a. Segregation of cargo.

b. Cargo in locked and sealed containers.

c. SEAVANS and MILVANS stowed so doors are not accessible to stevedores or ship's crew.

d. Break bulk cargo stowed in the following order or priority: lockers, reefer boxes or deep tanks that can be locked and sealed; bins that can be boxed solidly with plywood or other appropriate materials and stowed in the upper between decks of the hatches immediately fore and aft of the ship's house.

2. Specific locations of classified and protected sensitive shipments, with any special considerations, shall be indicated on the final stow plan and given to the responsible ship's officer.

3. Vessel movements of U.S.-owned AA&E to and from overseas locations and intra-Theater movements are limited to U.S. Naval vessels; MSC-controlled vessels; or when the above are not available, U.S. flag vessels or MSC approved local national chartered vessels.

#### G. SPECIAL CONSIDERATIONS FOR SMALL QUANTITY SHIPMENTS

Small quantity shipments for the these provisions shall be shipments of 200 pounds or less, or in the case of small arms, 15 or fewer individual weapons per shipment.

1. Registered Mail. Arms (including Category II or III) and missile components (excluding ammunition and explosives) may be sent by registered mail (return receipt requested) when the size and weight meet U.S. Postal Service requirements.

2. DoD CONSTANT SURVEILLANCE SERVICE (CS) Small quantities of unclassified Category III and IV AA&E may be transported using only DoD CSS when loaded in an authorized container and size, weight, and safety factors otherwise meet commercial carrier requirements.

#### H. ORGANIC AND UNIT MOVEMENTS

Organic movements will adhere as closely as practicable to the commercial standards in Table 7-1.

1. Security or police surveillance is required for organic or unit moves of Risk Category I & II AA&E between military reservations. Commanders shall consider security or police surveillance for installation moves of Risk Category I & II AA&E outside of protected enclaves on military reservations.

2. The DoD Components may authorize alternative transportation security procedures for small quantities of arms and associated ammunition for marksmanship training, competition, or other requirements on a case-by-case basis. The weapons and ammunition must be in custody of a designated individual. Use of privately owned vehicles to transport

such weapons and or ammunition may be authorized by the DoD Component.

#### I. COMMERCIAL MOVEMENTS

1. Shipments to be transported by commercial carriers shall conform to the requirements of chapter 34, DTMR (reference (d)), as summarized in Table 7-1. Carrier employees shall also meet the requirements of Section L, Chapter 2.

2. Where satellite monitoring is not available or in increased threat conditions, Risk Category 1 shipments shall use Security Escort Vehicle Service.

#### J. OVERSEAS IN-THEATER MOVEMENTS

**OCONUS** Commanders, based on host-nation requirements, and the local threat situation, shall use discretion in providing adequate security in theater when transporting AA&E cargo. To the extent feasible, transportation service outside of CONUS shall meet or exceed the established requirements for CONUS movements. When such service cannot be obtained, compensatory measures shall be taken to achieve equivalent security standards.

#### K. FOREIGN MILITARY SALES (FMS) SHIPMENTS

1. DoD officials authorized to approve FMS transactions that involve delivery of any sensitive U.S. AA&E to foreign purchasers shall, at the outset of negotiation or consideration of proposals, shall consult with the appropriate DoD transportation organization (**TRANSCOM, MTMC, MSC, AMC**) to determine whether secure shipment from CONUS points of origin to ultimate foreign destinations is feasible.

2. AA&E will be delivered to foreign customers at a ~~CONUS DoD~~.

controlled water or aerial port of exit through the Defense Transportation System (DTS). The DTS usually means MTMC-arranged ships or MAC-controlled aircraft. If the foreign purchaser proposes to take delivery and custody of the AA&E in the United States, arrangements must be made for pick-up of the material at a DoD-controlled ocean or aerial port by ship or aircraft arranged for by the customer country or its "designated freight forwarder (Delivery Term Code (DTC) 8 purchases must be followed). Shipping activities will not move AA&E until they receive an Export Traffic Release (ETR) from MTMC or confirmation that the customer country has cleared a pick-up at a U.S. military airfield with HQ USAF or the Naval Material Transportation Office (NAVMTO), as appropriate. In cases of pick-ups by aircraft, shipping activities must obtain inland routing from MTMC for movement of the material to designated military airfields. The DoD personnel at the airfield or ocean port will not relinquish custody of the material until a representative of the customer country signs for the material in the aircraft or ship. The only exception to this policy is the German Military Representative (GMR) at Dunes International Airport in the Washington, DC metropolitan area. Even in this case, Notices of Availability (NOVs) must be sent and responded to and inland routing must be obtained from MTMC.

3. Category I AA&E purchased under the FMS program will be moved to overseas Water and Aerial Ports of Discharge (WPODs and APODs) under U.S. security control (in accordance with DTC code 9), unless a waiver is granted by the Defense Security Assistance Agency (DSAA) in coordination with the Director, Defense Security Programs, ODASD(CI&SCM), OASD(C3I). A waiver if granted, must be written into the

appropriate FMS sales agreement(s). If a waiver applies to a shipment, all rules and regulations discussed in paragraph 2, above, apply to the movement of material. Return of Category I material from overseas shall be placed under U.S. security control upon arrival at the Customs Territory of the U.S. (CTUS). Customer countries will coordinate movement of this return material with the appropriate U.S. Security Assistance Office, MTMC, and USAF representatives before moving it to a CTUS.

4. As indicated in section A of this Chapter, above, shipments of classified AA&E to foreign governments shall be made in accordance and this Manual. Customers who plan to receive and hold AA&E (classified and unclassified) in CONUS and then ship it to their respective countries under their own control must file a transportation plan. This plan, as a minimum, shall specify the storage facilities, delivery and transfer points, carriers, couriers or escorts, and methods of handling to be used from the CONUS point of origin to the final destination and return shipment when applicable. Either security officials of the DoD Component that initiates the FMS transaction approves the transportation plan submitted, or it is modified to meet U.S. security standards, or shipments by other than DTS shall not be permitted. Transmission instructions or the requirement for an approved transportation plan shall be incorporated into the security requirements of DD Form 1513, "DoD Offer and Acceptance".

5. Shipment shall be made according to this Chapter, until released to an authorized representative (as delineated in DoD 4000.25-8-M, reference (u)) of the purchasing government at the POE or

the port of debarkation (POD) as appropriate.

6. During the FMS negotiations, the purchasing government's representative shall be advised of the applicability of this Manual to the security of the sensitive AA&E being procured. Shipments shall be closely coordinated with representative of the purchasing government to ensure that secure storage facilities which essentially meet requirements of this Manual are available. Shipments shall not be made available for delivery to the purchasing government's representative until confirmation is received by the seller that storage facilities are available and shall be used to store the sensitive materials.

7. For overseas movement, Category I AA&E shall be under U.S. security control to POD (i.e., upon delivery to the territory of the purchasing government) unless waived by the Defense Security Assistance Agency in coordination with the Director, Defense Security Programs, ODASD(C3I&SCM), OASD(C3I) and Foreign Military Sales agreements shall be so written. Return of Category I shipments from overseas shall be placed under U.S. security control upon arrival at the customs territory of the U.S. (CTUS).

#### L. CONTRACT MOVEMENTS

1. DoD contracts that procure arms, ammunition, and explosives requiring transportation protective service shall normally be written to require freight on board (FOB) origin only. For contractor-to-contractor shipments, contracts shall be written to require transportation security equivalent to DoD standards in Chapter 34, Defense Traffic Management Regulation (reference (d)). Contracts shall also specify contractor involvement in emergency

response procedures and provide for compliance with the Defense Traffic Management Regulations concerning carrier employee identification requirements.

2. For deliveries of AA&E to the Department of Defense or DoD contractors from foreign contractors, the contract monitor shall coordinate with applicable theater commands to arrange equivalent in-country security for delivery only to the nearest U.S.-controlled port facility.

#### M. SECURITY OF COMMERCIAL SHIPMENTS AT DOD INSTALLATIONS AND ACTIVITIES

1. For AA&E shipments arriving at a destination during other than normal delivery hours, consignees shall accept the vehicle on their facility and secure the vehicle according to the level of transportation protection required for the applicable category.

2. For emergency situations including breakdowns or other circumstances beyond the carrier's control, installations shall offer safe haven in accordance with the DTMR (reference(d)).

# MINIMUM SECURITY STANDARDS FOR SENSITIVE MATERIAL AND CLASSES A AND B AMMUNITION AND EXPLOSIVE (SEE NOTE 1)

MOTOR		
CATEGORY I	CATSGORY II	CATEGORY III and IV
<p>TL:</p> <ol style="list-style-type: none"> <li>1. SM and ON (W/NAC) (See Note 11).</li> <li>2. Exclusive use of vehicle (See Note 3).</li> <li>3. Locked and sealed by shipper (See Note 4).</li> <li>4. Single line-haul required.</li> <li>5. Trip lease not authorized.</li> <li>6. When two or more vehicles are in convoy, drivers must be in sight of other vehicles at all times. Convoy will only require a single escort vehicle.</li> </ol> <p>LTL:</p> <ol style="list-style-type: none"> <li>1. SM and ON (W/NAC) (See Note 11).</li> <li>2. CONEX, dromedary, or similar container authorized. (See Note 10).</li> <li>3. Locked end sealed by shipper (See Note 4).</li> <li>4. Single line-haul required.</li> <li>5. Trip lease not authorized.</li> <li>6. Exclusive use of vehicle or authorized container.</li> </ol>	<p>TL:</p> <ol style="list-style-type: none"> <li>1. SM and DN (W/NAC) (See Note 11).</li> <li>2. Exclusive use of vehicle (See Note 3).</li> <li>3. Locked and Sealed by shipper (See Note 4).</li> <li>4. Single line-haul required.</li> <li>5. Trip lease not authorized.</li> </ol> <p>LTL:</p> <ol style="list-style-type: none"> <li>1. SM and DD (W/NAC) (See Note 11).</li> <li>2. CONEX, dromedary, or similar container authorized. (See Note 10).</li> <li>3. Cargo packaged to a weight of at least 200 lbs. and banded. (sealed if practicable) or container locked and sealed by shipper. (See Notes 4 and 5).</li> <li>4. Single line-haul required.</li> <li>5. Trip lease not authorized.</li> <li>6. Exclusive use of vehicle or authorized container.</li> </ol>	<p>TL:</p> <ol style="list-style-type: none"> <li>1. SM and DD (W/NAC) (See Note 11).</li> <li>2. Locked and Sealed by shipper (See Note 4).</li> <li>3. Trip lease not authorized.</li> <li>4. Single line-haul required.</li> </ol> <p>LTL: (See Notes 6 and 7)</p> <ol style="list-style-type: none"> <li>1. SM and DD (W/NAC) (See Note 11).</li> <li>2. CONEX, dromedary, or similar container authorized. (See Note 10).</li> <li>3. Cargo packaged to a weight of at least 200 lbs. and banded. (sealed if practicable) or placed in an authorized container locker and sealed by shipper (See Notes 4 and 5).</li> <li>4. Trip lease not authorized.</li> <li>5. Single line-haul preferred.</li> </ol>
RAIL		
<ol style="list-style-type: none"> <li>1. AGS (See Note 8).</li> <li>2. MTX (See Note 8).</li> <li>3. Locked and sealed by shipper (See Notes 4 and 9).</li> <li>4. Immediate notification of consignee of delivery.</li> <li>5. Use appropriate Category I motor security for any associated motor movement.</li> <li>6. Use load divider doors when available.</li> </ol>	<ol style="list-style-type: none"> <li>1. RSS (See Note 8).</li> <li>2. MTX (See Note 8).</li> <li>3. Locked and sealed by shipper (See Notes 4 and 9).</li> <li>4. Immediate notification of consignee of delivery.</li> <li>5. Use appropriate Category II motor security for any associated motor movement.</li> <li>6. Use load divider doors when available.</li> </ol>	<ol style="list-style-type: none"> <li>1. RSS (See Note 8).</li> <li>2. MTX (See Note 8).</li> <li>3. Locked and sealed by shipper (See Notes 4 and 9).</li> <li>4. Immediate notification of consignee of delivery.</li> <li>5. Use appropriate Category III or IV motor security for any associated motor movement.</li> <li>6. Use load divider doors when available.</li> </ol>
COF		
<ol style="list-style-type: none"> <li>1. In rail phase, same as category I rail; in motor phase, same as Category I motor.</li> <li>2. Use only approved shipping containers and place on railcar door-to-door to prevent unauthorized access; e.g., MILVAN, SEAVAN.</li> </ol>	<ol style="list-style-type: none"> <li>1. In rail phase, same as category II rail; in motor phase, same as Category II motor.</li> <li>2. Use only approved shipping containers and place on railcar door-to-door to prevent unauthorized access; e.g., MILVAN, SEAVAN.</li> </ol>	<ol style="list-style-type: none"> <li>1. In rail phase, same as category III and IV; in motor, phase same as motor Category III and IV.</li> <li>2. Use only approved shipping containers and place on railcar door-to-door to prevent unauthorized access; e.g., MILVAN, SEAVAN.</li> </ol>
AIR		
<ol style="list-style-type: none"> <li>1. SM and DDPS (w/NAC) during ground transport.</li> <li>2. Shipments by Air Freight, Air Taxi, LOGAIR, QUICKTRAINS, or MAC.</li> <li>3. DoD CSS while aircraft on ground at commercial airports.</li> <li>4. For air freight, banded or locked and sealed and required. For all other methods, banded or locked and sealed required.</li> <li>5. Seals applied by shipper.</li> </ol>	<ol style="list-style-type: none"> <li>1. DoD CSS</li> <li>2. Shipments by Air Freight, Air Taxi, LOGAIR, QUICKTRAINS, or MAC.</li> <li>3. Shipper escort to carrier and immediate pickup destination.</li> <li>4. For air freight, banded or locked and sealed and required. For all other methods, banded or locked and sealed required.</li> <li>5. Seals applied by shipper. (See Note 2).</li> </ol>	<ol style="list-style-type: none"> <li>1. DoD CSS</li> <li>2. Shipments by Air Freight Air Taxi, LOGAIR, QUICKTRAINS, or MAC.</li> <li>3. Shipper escort to carrier and immediate pickup destination.</li> <li>4. For air freight, banded or locked and sealed and required. For all other methods, banded or locked and sealed required.</li> <li>5. Seals applied by shipper. (See Note 2).</li> </ol>
WATER		
<ol style="list-style-type: none"> <li>1. SM and DDPS to POE and form POD.</li> <li>2. Pier service only.</li> <li>3. Written receipt from ship's officer at POE and written release to carrier at POD.</li> </ol>	<ol style="list-style-type: none"> <li>1. Pier service only.</li> <li>2. Written receipt from ship's officer at POE and written release to carrier at POD.</li> </ol>	<ol style="list-style-type: none"> <li>1. Pier service only.</li> <li>2. Written receipt from ship's officer at POE and written release to carrier at POD.</li> </ol>

- NOTES:
1. Refer to Section J for additional mandatory transportation requirements.
  2. Air carriers providing pickup and delivery service by motor vehicle must comply with all applicable motor security requirements for the risk category during the motor phase. These protective services must be specified in appropriate Uniform Tenders Service.
  3. When vehicle is loaded to full visible capacity, do not request exclusive use of vehicle.
  4. Shipper seal may be removed and replaced by carrier seal (Chapter 34, DTMR).
  5. MILSTD 129 applies.
  6. When practicable, consider sending 15 or fewer Category II, III, and IV small arms and missile components by registered mail (Return Receipt Requested).
  7. Shipments of Category IV AA&E with gross weight of less than 200 pounds may be sent by commercial carriers offering DOD CSS without overpacking.
  8. When AGS and RSS apply, shipper must report railcar initials and numbers (for example, DODX 400000) to the appropriate MTMC area command to obtain MTX service.
  9. Includes use of upper rail lock.
  10. Side opening containers which provide security equal to that of other approved containers are authorized for motor movements. Side openers may be used for coif only where railcar construction provides a barrier to entry to the container door while in transit.
  11. NAC: National Agency Check.